VFR TERMINAL AREA CHART
DENVER / COLORADO SPRINGS

DENVER FLYWAY

DENVER/ COLORADO SPRINGS

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private (Pvt) - Non-public use having landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

H Heliport Selected

U Unverified

Abandoned - paved having landmark value, 3000 ft. or greater

F Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215(MM).)

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (alt) Airspace

Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

CLASS G

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

4500 MSL

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways and RNAV Q Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

732 — V 66 — 169

Total mileage between NAVAIDs on direct Airways

T 319 — IK 313 — (Helicopter Only) — RNAV Waypoint

Prohibited, Restricted, and Warning Areas

*Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (See FAR 93 for details.)

National Defense Airspace

Temporary Flight Restriction Area

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215(MM).)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 — MTR - Military Training Route

IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use) ✱RP Special conditions exist - see Supplement.

FSS NO SVFR FAR 91 — NAME (NAM) (PNAM) — Location Identifier, ICAO Location Indicator shown outside contiguous U.S.

CT - 118.3 • G ATIS 123.8 — 285 L 72 122.95 — RP 23, 34 — VFR Advsy 125.0 — ADE — UNICOM — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

G - Follows the Common Traffic Advisory Frequency (CTAF)

W - Weather Camera

ATIS 123.8 - Automatic Terminal Information Service

AWOS 135.2 - Automatic Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

COMMUNICATION BOXES

122.6 OAKDALE 123.6 — 362* 338.6 OAK — 123.6 HOMER HOM

Underline indicates no voice on frequency. Crosshatch indicates Shutdown status. ★ - Operates less than continuous or On-Request. A - ASOS/AWOS W - Weather Camera

R - Receive only

122.1R — MIAMI — FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

DME

Other facilities, i.e., FSS Outlet, RCO, etc.

Non-Directional Radio Beacon (NDB)

NDB - DME

OBSTRUCTIONS

(may be lit or unlit)

1000 ft and higher AGL

Above 200 ft ft. below 1000 ft AGL (above 299 ft AGL in urban area)

Group Obstruction

Obstruction with high-intensity lights; may operate part-time

Wind Turbine

Wind Turbine Farm

2894 UC — Elevation of the top above mean sea level — Height above ground — Under construction or reported; position and elevation unverified

2049 (1149) UC

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)

Space Launch Activity Area

Marine Light

1°E — Isogonic Line (2025 VALUE)

VPXYZ — VFR Waypoints

NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lookout Tower

616 (Elevation Base of Tower)

Mountain Pass

11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

GROUND ELEVATIONS IN FEET

12240

CONTOUR INTERVAL 500'

DENVER/COLORADO SPRINGS TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

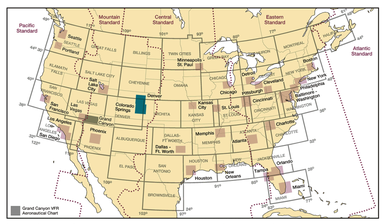
TM

EFFECTIVE 0901Z **19 MAR 2026**

TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TDEN

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NGA REF. NO. VFRTADENVERCOSP

EFF. DATE 26078

CONTROL TOWER FREQUENCIES ON DENVER TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicates Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BUCKLEY SPACE FORCE BASE	0630-2230 TUE-SAT 0800-1600 SUN-MON	121.0 291.675	121.6 275.8	119.675 259.3	
CENTENNIAL	CONTINUOUS	118.9	121.8	120.3	
COLORADO AIR AND SPACE PORT	0700-2100	120.2	124.7	119.025	
DENVER INTL	CONTINUOUS	128.75 273.55 (RWY 07/25) 132.35 229.275 (RWYS 08/26 & 17L/35R) 124.3 (RWY 17R/35L) 322.45 (RWY 17R/35L) 135.3 351.95 (RWYS 16L/34R & 16R/34L)	121.85 377.1 (E) 121.35 379.175 (W)	125.6 379.9 (ARR) 134.025 (DEP)	
NORTHERN COLORADO RGNL	0700-1700	118.4	121.65	135.075	
ROCKY MOUNTAIN METRO	0600-2200	118.6 233.7	121.7	126.25	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
DENVER CLASS B	126.1 360.75 (W) 128.25 371.95 (E) 128.45 251.075 (S) 134.85 251.125 (N)	CONTINUOUS

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CTC DENVER APP ON 126.1 OR 360.75

CTC DENVER APP ON 134.85 OR 251.125

CTC DENVER APP ON 128.25 OR 371.95

CTC DENVER APP ON 128.45 OR 251.075

DENVER CLASS B

MODE C & ADS-B OUT 30 NM

CAUTION: HIGH PERFORMANCE MILITARY AIRCRAFT OPERATING AT ALTITUDES BELOW 7500' MSL

CAUTION: INTENSIVE FLIGHT TRAINING, PARACHUTE GUIDED OPS IN HIGH/VOLUME TRAFFIC ZONE FROM SURFACE TO 12,500' MSL AND AT OR BELOW 11,500' MSL CTCN PRACTICE AREA ON 123.175

CAUTION: INTENSIVE STUDENT PILOT TRAINING AREA CTC SAF PRACTICE AREA ON 122.75

CAUTION: INTENSIVE STUDENT PILOT TRAINING AREA CTC SE PRACTICE AREA ON 122.75

CAUTION: INTENSIVE USAF STUDENT TRAINING WITHIN 22 DME OF BRK 11,500'+/- BELOW. SEE SUPPLEMENT,SPECIAL NOTICES FOR DETAILS.

CAUTION: HEAVY/VER TRAFFIC BELOW FLOOR OF CLASS B AIRSPACE

CAUTION: RAVEN/DRONES/UAS WEST OF CARTER LAKE RESEVOIR – DAM CONSTRUCTION UNDERWAY CONTROLLED FIRING AREA/BLASTING

PILOTS ARE REQUESTED TO AVOID LANDING OR HOVERING AT TABLE MOUNTAIN FIELD SITE

Magnetic disturbance at or above FL 7** exists at ground level in this vicinity

See NOTAMs/Supplement for Class D off hrs

NO SVFR DENVER INTL (DEN) CT - 124.3 - 128.75 - 132.35 - 135.3 ATIS 125.6 379.9 L 160 122.95

DEN 10 NM

DEN 15 NM

DEN 20 NM

DEN 30 NM

DEN 017°

DEN 092°

DEN 148°

DENVER

5 0 NAUTICAL MILES 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75
5 0 STATUTE MILES 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85
5 0 KILOMETERS 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12 5

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

DENVER CLASS B AIRSPACE

See back of this chart for procedural information within the Denver Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL

30 - - - Floor in hundreds of feet MSL

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

For weather camera information visit https://weathercams.faa.gov

Entire area of this chart is within the Mountain Standard Time Zone + 7 (+6 DT) = UTC

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads Check NOTAMs and see AIM for details.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

. . . . . Boundary of Agency Areas

DENVER FLYWAY

VFR TERMINAL AREA CHART
DENVER / COLORADO SPRINGS

DENVER/ COLORADO SPRINGS

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- (S) Heliport Selected
- (U) Unverified
- (A) Abandoned - paved having landmark value, 3000 ft. or greater
- (F) Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

this indicates FAR 93, Special Air Traffic Rules & Airport Traffic Patterns, effective 2400 Z, 12 SEP. FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
Follows the Common Traffic Advisory Frequency (CTAF)
Weather Camera
ATIS 123.8 - Automatic Terminal Information Service
ASOS/AWOS 133.42 - Automatic Flight Information Service (AFIS)
ASOS/AWOS 133.42 - Automated Surface Weather Observing System/Automated Weather Observing System (available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
L - Lighting in operation Sunset to Sunrise
L - Lighting limitations exist; refer to Supplement.
72 - Length of longest runway in hundreds of feet; usable length may be less.
When information is not available, respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class E Airspace
- Class C Airspace Blocks C - Ceiling of Class C Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including 100 ft. AGL)
- Class B (40) Airspace
- CLASS G Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class B, or higher Class E Airspace
- Class E Airspace with floor 1200 ft. above surface that laterally abuts Class G Airspace
- 2400 MSL / 4500 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated by a number.
Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line and boundaries. Shaded areas extend towards facilities which establish airspace.

- 7300 / 9500 Total mileage between NAVAIDs on airway segment
- 8100 Floor of Class E Airspace
- Helicopter Only
- RNAV Waypoint
- Prohibited, Restricted, and Warning Areas
- Military Operations Areas (MOA)
- Overlying Airspace MOA*
- Special Airport Traffic Area (See FAR 91 for details.)
- National Defense Airspace Emergency Flight Restriction Area
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215(AMU)
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

COMMUNICATION BOXES

OAKDALE 122.6 / 103.5 / NA* 116.8 OAK 127.4
HOMER 123.6 / HOM

- Underline indicates no voice on frequency.
- Crosshatch indicates Shutdown status.
- * - Operates less than continuous or On-Request.
- A/D/S/AWOS
- R - Receive only
- Weather Camera

FSS radio providing voice communication — MIAMI — 122.1R

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF Omni-Range (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, ROG, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

Ship tie-in E or unlit

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
- Wind Turbine
- Wind Turbine Farm
- Group Obstruction
- Elevation of the top above mean sea level
- Height above ground—elevation above mean sea level
- 2049 (1149) UC
- Obstruction with high-intensity lights; may operate part-time
- NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- Space Launch Activity Area
- YPXYZ VFR Waypoints
- NAME (YPXYZ) Isogonic Line (2025 VALUE)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation Base of Tower)
- Mountain Pass
- 11822 (Elevation of Pass)

Mountain passes are sometimes the recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

DENVER/COLORADO SPRINGS TAC

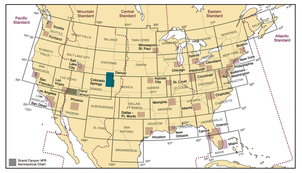
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

TM

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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NGA REF. NO. VFRTADENVERCOSP

EFF. DATE 26078

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) at officially designated landing areas; 3) as specifically authorized by a official of the Federal Government. VFR aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Hang gliding and ultralight activity is conducted within and adjacent to many of these areas. Penalties for violations of regulations administered by the four agencies and authorization from the respective agency. Exceptions include: 1 emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines, and railroads. Check NOTAMs and see AIM for details.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in the quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/atas/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to FAA, Aeronautical Information Services,1305 East-West Highway, SSMC-4, Suite 4400, Silver Spring, MD 20910-3281.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

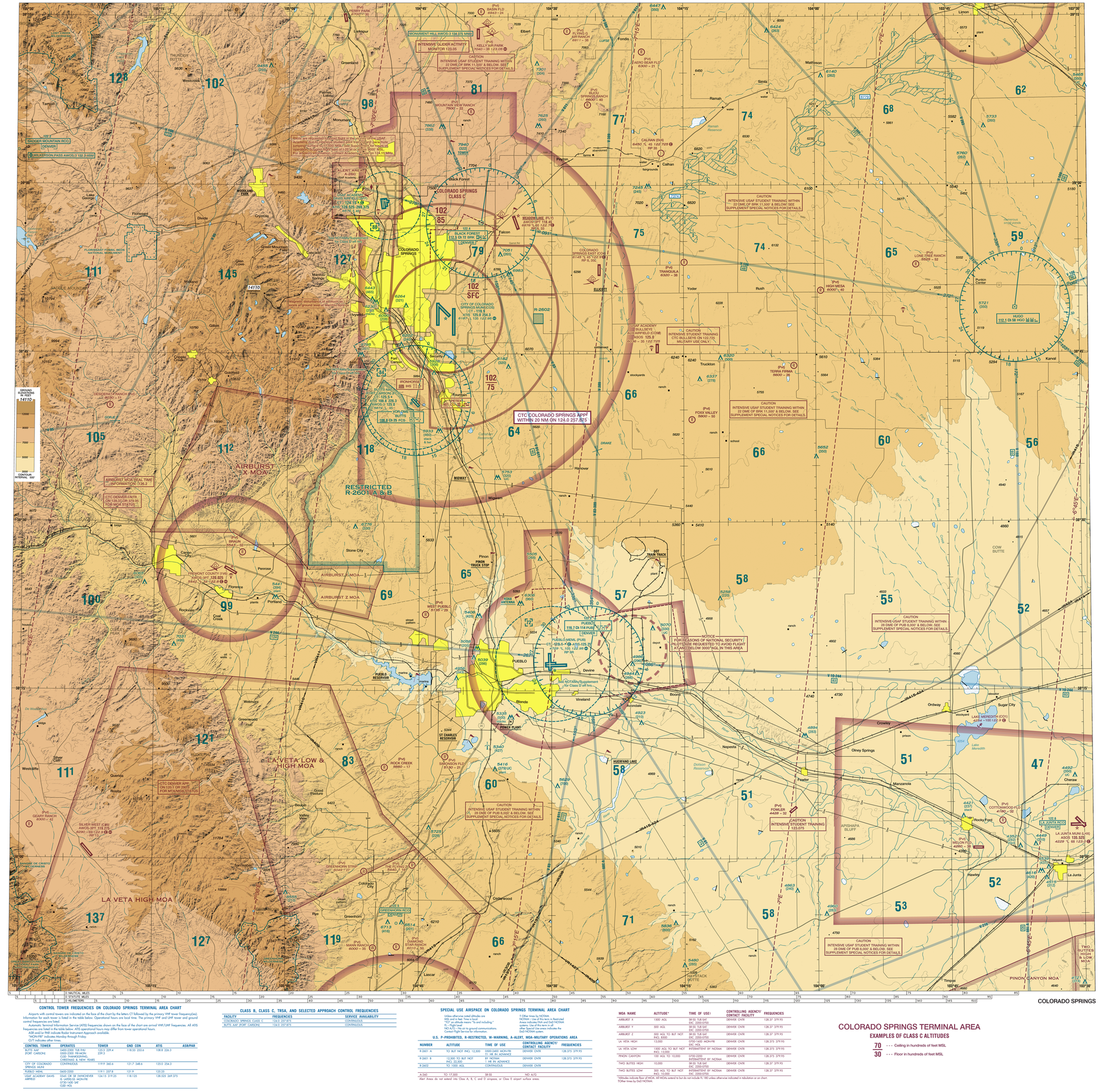
MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Entire area of this chart is within the Mountain Standard Time Zone + 7 (+6 DT) = UTC

14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.


GROUND CONTOUR IN FEET
14110
12000
9000
7000
5000
3000
CONTOUR INTERVAL 500
COLORADO SPRINGS
DENVER
PUEBLO
ALERT AREA A-260
COLORADO SPRINGS CLASS C
CLASS B
AIRBURST MOA
AIRBURST Z MOA
AIRBURST X MOA
LA VETA LOW & HIGH MOA
LA VETA HIGH MOA
RESTRICTED R-2601 A & B
CAUTION: INTENSIVE USAF STUDENT TRAINING WITHIN 25 DME OF PUB 8,000' & BELOW; SEE SUPPLEMENT SPECIAL NOTICES FOR DETAILS.
NOTICE: FOR REASONS OF NATIONAL SECURITY, PILOTS ARE REQUESTED TO AVOID FLIGHT AT/AND BELOW 3000' AGL IN THIS AREA
CTC COLORADO SPRINGS APPT WITHIN 20 NM, ON 124.0 257.875
CTC DENVER APP/DEP ON 120.1 OR 269.7 FOR MTA/MIKE STATUS
CTC DENVER CNTR ON 128.35 OR 379.95 FOR MOA STATUS
AIRBURST MOA SEAL TIME INFORMATION: 1126.2
CAUTION: INTENSIVE USAF STUDENT TRAINING WITHIN 22 DME OF BRK 11,500' & BELOW. SEE SUPPLEMENT SPECIAL NOTICES FOR DETAILS.
CAUTION: INTENSIVE STUDENT TRAINING ↑ 123.075
CAUTION: INTENSIVE USAF STUDENT TRAINING ON 122.725, MILITARY USE ONLY
CAUTION: INTENSIVE USAF STUDENT TRAINING WITHIN 28 DME OF PUB 8,000' & BELOW. SEE SUPPLEMENT SPECIAL NOTICES FOR DETAILS.
CAUTION: INTENSIVE USAF STUDENT TRAINING WITHIN 22 DME OF PUB 8,000' & BELOW. SEE SUPPLEMENT SPECIAL NOTICES FOR DETAILS.
CAUTION: INTENSIVE USAF STUDENT TRAINING WITHIN 28 DME OF PUB 8,000' & BELOW. SEE SUPPLEMENT SPECIAL NOTICES FOR DETAILS.
CAUTION: INTENSIVE USAF STUDENT TRAINING WITHIN 25 DME OF PUB 8,000' & BELOW. SEE SUPPLEMENT SPECIAL NOTICES FOR DETAILS.
CAUTION: INTENSIVE USAF STUDENT TRAINING ON 122.725, MILITARY USE ONLY
CAUTION: INTENSIVE USAF STUDENT TRAINING WITHIN 25 DME OF PUB 8,000' & BELOW; SEE SUPPLEMENT SPECIAL NOTICES FOR DETAILS.
CAUTION: INTENSIVE USAF STUDENT TRAINING WITHIN 28 DME OF PUB 8,000' & BELOW. SEE SUPPLEMENT SPECIAL NOTICES FOR DETAILS.

VFR FLYWAY PLANNING CHART
DENVER
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
NDB — DCW 262
VORTAC — PPS 121.8
NDB-DME — RMW 320
VOR-DME — KIP 110.7
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 6700

OBSTRUCTIONS (Selected) (may be lit or unlit) — 2049
MISCELLANEOUS Navigation Reference Point — N39° 56.32' W120° 36.91'
TOPOGRAPHIC INFORMATION — 12256 Mountain Top or Peak and Spot Elevation

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE DENVER AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE DENVER AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

DENVER CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Denver Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.